Chapter 20.20
GENERAL DEVELOPMENT REQUIREMENTS

20.20.590 Parking, circulation and walkway requirements.

K. Parking Area and Circulation Improvements and Design.

Parking of vehicles for all uses is only permitted in parking areas that meet the requirements of this section; except that, vehicles on residential lots may also be parked in areas that meet the requirements of LUC 20.20.720 and 20.20.890 relating to the storage of recreational vehicles and trailers.

1. Materials. A parking and circulation area must be hard-surfaced and conform to any applicable City of Bellevue Development Standards as now or hereafter amended. For purposes of this section, the term hard-surfaced includes pavers, stones, bricks or other similar materials placed to support vehicle circulation, but also allow rain and other water to penetrate the surface (i.e., “grasscrete”). Hard-surfaced also includes innovative pavement techniques approved pursuant to LUC 20.20.460.G. Existing legally established parking areas within critical areas and critical area buffers are exempt from the requirement to use hard-surfaced materials. The Director of the Development Services Department may approve a gravel surface for parking and circulation areas used on a temporary basis during construction pursuant to paragraph K.10 of this section.

2. Marking Required. The property owner shall delineate car stalls, directional arrows and crosswalks within parking areas using paint or other methods approved by the Director of the Development Services Department.

3. Driveways.

a. Entrances and Exits. The Director of the Transportation Department shall fix the location, width, and manner of approach of vehicular ingress and egress from a parking area in conformance with Chapter 14.60 BCC. The Director of Transportation may require the property owner to alter ingress or egress as necessary to control traffic in the interest of public safety and general welfare. Wherever available, the property owner shall provide access from commercial or multifamily property onto streets which do not abut R-1, R-1.8, R-2.5, R-3.5, R-4, R-5, or R-7.5 Districts.

b. Combined Driveway. The owners of adjoining properties shall provide combined driveways wherever practical. In conjunction with approval of a development, the City may require a property owner to provide an access and circulation easement to an abutting owner where joint access is reasonable to serve future development.

c. Driveway Dimensions. Internal circulation driveways that do not provide direct access to parking stalls must be a minimum of 20 feet wide for two-way traffic and 15 feet wide for one-way traffic unless otherwise specified by the Director of the Development Services Department or by the Fire Marshal.

4. Loading Space.

a. General. A property owner shall provide an off-street loading space which can access a public street. The number and size of loading spaces must be equal to the maximum number and size of vehicles which would be simultaneously loaded or unloaded in connection with the business conducted on the property.

b. Loading Space Dimension.

i. Standard Requirement. Each loading space must be a minimum of 10 feet wide and 55 feet long. Where a loading space is adjacent to an arterial, the property owner shall provide an additional 40-foot maneuvering length.

ii. Reduction. The Director of the Development Services Department may reduce required stall length and maneuvering length if the property owner demonstrates that known delivery vehicles can park and maneuver within the proposed loading and maneuvering spaces so that no part of a vehicle using or maneuvering into the loading space projects into a public right-of-way, access easement or private road.

c. Waiver. If the property owner demonstrates that the development has and will have no loading needs, the Director of the Development Services Department may waive the requirements of paragraphs K.4.a through b of this section. Additionally, the Director of the Development Services Department may waive the requirements of paragraphs K.4.a through b if the applicant has obtained a Right-Of-Way Use Permit approving on-street loading.

5. Drive-Through Facility Stacking Lanes. A property owner proposing a drive-through facility shall provide seven stacking spaces for each drive-through station in addition to the parking required by this section. Each lane of stacking space must be at least nine feet wide and must be delineated with pavement markings. Each stacking space must be at least 12 feet long; however, individual spaces within the lane may not be delineated with pavement markings. Stacking lanes may not be located within required driveway, internal circulation drive, or parking aisle widths.

6. Grade Separation Protection. Where a parking area, service yard or other vehicle area slopes or has a drop-off grade separation, the property owner shall install a wall, railing or other barrier which will prevent a slow-moving or driverless vehicle from escaping such area and which will prevent pedestrians from walking over drop-off edges.

7. Landscaping.

a. Required Landscaping. The property owner shall provide parking area landscaping as required by LUC 20.20.520.

b. Reserved Parking in Landscaping.

i. General. The property owner shall plant reserved parking required by subsections F and G of this section subject to approval of the proposed landscape plan by the Director of the Development Services Department.

ii. Exempt from Landscape Limitation. Reserved parking in landscaping does not contribute to required landscape development or to the total site area in landscape development for purposes of applying LUC 20.20.520 or any other landscape or open space requirement of this Code.

8. Internal Walkways.

a. When Required. The property owner shall install internal walkways in each new development or substantial remodel of existing development in R-10, R-15, R-20, R-30, NB, PO, O, OLB, OLB-OS, CB, LI, GC, MI or Downtown Land Use Districts. In addition, schools in all land use districts shall install internal walkways in each new facility or substantial remodel of an existing facility.

b. Location. The property owner shall provide internal walkways around the building to the extent necessary to assure safe access to the building from parking

areas, adjacent properties, and public sidewalks or street rights-of-way and to assure consistency with the requirements of Part 20.25A LUC. All required internal walkways must be located and constructed as an integrated part of existing sidewalks and pedestrian trails, and must coordinate with City plans for pedestrian circulation, including, but not limited to, the Comprehensive Plan, formed or planned Local Improvement Districts, and approved Capital Improvement Projects.

c. Design Criteria. Except as otherwise specified in Part 20.25A LUC, internal walkways provided pursuant to this section must be designed and installed in conformance with the following:

i. Surface Materials. Internal walkways must be paved with hard-surfaced material such as concrete, asphalt, stone, brick, tile, etc. Only nonskid paving may be used in walkway construction.

ii. Walkway Marking. Internal walkways must be curbed and raised at least six inches above the parking lot grade except where they cross driveways or aisles or where necessary to meet handicap requirements. Alternatively, the Director of the Development Services Department may approve walkways delineated by distinctive paving material or marking when adequate pedestrian safety is provided.

iii. Width. Internal walkways must be a minimum of four feet wide, exclusive of parked car overhangs. Where necessary to ensure four feet of unobstructed walkway, wheel stops are required.

iv. Stairs.

(1) General. Within any continuous exterior flight of stairs that is part of an internal walkway system, the largest riser height must not exceed the smallest by more than three-eighths of an inch and the largest tread run must not exceed the smallest by more than three-eighths of an inch.

(2) Adjacent Flights of Stairs. A flight of stairs that is connected with any other flight of stairs may have different rise and tread dimensions only if the flights of stairs are separated by at least eight horizontal feet of walkway that is constructed at a constant elevation.

v. Lighting. Night lighting must be provided where stairs, curbs, ramps or abrupt changes in walk direction occur.

vi. Markings. Where pedestrian walks cross parking areas or automobile circulation lanes, the pedestrian walk must be defined by use of a contrasting material or marking, including but not limited to white concrete in an asphalt area, visually obvious paint stripes or other clearly defined pattern.

vii. Handrails. The Director of the Development Services Department may require handrails where more than two risers exist and the use of such stairs warrants handrails for safety reasons.

9. Compact Parking.

a. Maximum Amount. For all uses, the property owner may design and construct up to 50 percent of the approved parking spaces in accordance with the dimensions for compact stalls provided in paragraph K.11 of this section.

b. Identification Required. The property owner must identify compact stalls within the parking area through the use of pavement markings. The designation of compact stalls must be included on the site plan.

10. Temporary Construction Parking – Permit Required. The property owner shall obtain a Temporary Use Permit pursuant to Part 20.30M LUC for an off-site construction parking area.

11. Minimum Dimensions.

a. Landscape Areas Excluded. Parking area dimensions do not include any area devoted to landscape development or open space except as provided for reserve parking areas pursuant to paragraph K.7.b of this section. If a stall is designed to include an overhang into landscaped or open space, that landscaped or open space is not counted toward meeting the requirements of LUC 20.20.520 or any other landscape or open space requirement of this Code.

b. Structured Parking Height Clearance. Vehicle height clearance for structured parking must be at least seven and one-half feet for the entry level.

c. Stall Overhang. Parking areas may be designed so that the car bumper overhangs the curb into landscape areas. If overhangs are provided, the stall length may be reduced by the same number of linear feet as the bumper overhang up to the following:

Maximum Bumper Overhang

Parking Angle Less Than 60°			Parking Angle 60° or More	
Compact	Standard		Compact	Standard
1.5 ft.	2.0 ft.		2.0 ft.	2.5 ft.

d. Stall and Aisle Dimensions. Off-street parking dimensions may not be less than as shown on the following tables and plates, except as otherwise approved by the Director of the Development Services Department.

Table 1

One-Way Traffic and Double Loaded Aisles

Parking Bay Width

Parking Angle	8′-4″ S.S. Stalls*	8′-6″ S.S. Stalls	8′-8″ S.S. or 8′-4″ D.S. Stalls	8′-10″ S.S. or 8′-6″ D.S. Stalls	9′-0″ S.S. or 8′-8″ D.S. Stalls	9′-2″ S.S. or 8′-10″ D.S. Stalls	9′-4″ S.S. or 9′ D.S. Stalls
30	43′0″	43′0″	43′0″	43′0″	43′0″	43′0″	43′0″
35	45′3″	45′3″	45′3″	45′3″	45′3″	45′3″	45′3″
40	47′4″	47′0″	47′0″	47′0″	47′0″	47′0″	47′0″
45	50′3″	49′10″	49′5″	49′0″	48′7″	48′5″	48′5″
50	52′8″	52′3″	51′10″	51′5″	51′0″	50′6″	50′1″
55	54′7″	54′2″	53′9″	53′4″	52′11″	52′5″	52′0″
60	56′5″	55′11″	55′5″	55′0″	54′6″	54′0″	53′7″
65	58′2″	57′8″	57′2″	56′8″	56′2″	55′8″	55′2″

70	59′7″	59′0″	58′6″	58′0″	57′6″	57′0″	56′6″
75	60′11″	60′4″	59′9″	59′2″	58′8″	58′1″	57′7″
80	62′2″	61′7″	61′0″	60′5″	59′10″	59′3″	58′8″
85	63′2″	62′6″	61′11″	61′3″	60′8″	60′1″	59′6″
90	64′0″	63′4″	62′8″	62′0″	61′4″	60′8″	60′0″

*Minimum Stall Width
Note: S.S. means single striped stalls;
D.S. means double striped stalls

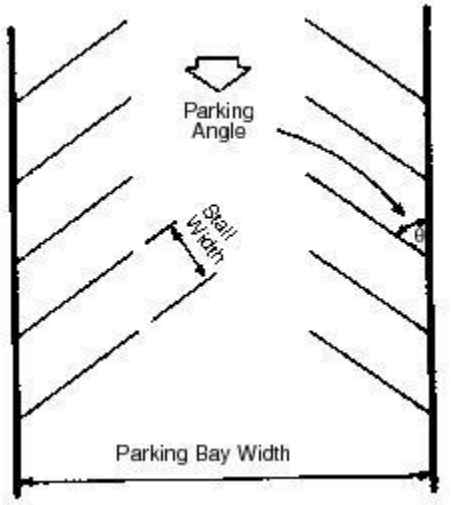

Table 2
One-Way Traffic and Single Loaded Aisles
Parking Bay Width

Parking Angle	8′-4″ S.S. Stalls*	8′-6″ S.S. Stalls	8′-8″ S.S. or 8′-4″ D.S. Stalls	8′-10″ S.S. or 8′-6″ D.S. Stalls	9′-0″ S.S. or 8′-8″ D.S. Stalls	9′-2″ S.S. or 8′-10″ D.S. Stalls	9′-4″ S.S. or 9′ D.S. Stalls
30	27′6″	27′6″	27′6″	27′6″	27′6″	27′6″	27′6″
35	28′7″	28′7″	28′7″	28′7″	28′7″	28′7″	28′7″
40	29′11″	29′11″	29′6″	29′11″	29′6″	29′6″	29′6″
45	31′11″	31′6″	31′1″	30′8″	30′3″	30′3″	30′2″
50	33′10″	33′5″	33′0″	32′7″	32′2″	31′9″	31′4″
55	35′7″	35′1″	34′7″	34′2″	33′8″	33′3″	32′10″
60	37′3″	36′9″	36′3″	35′9″	35′3″	34′9″	34′4″

65	38′9″	38′2″	37′8″	37′2″	36′8″	36′2″	35′8″
70	40′3″	39′8″	39′2″	38′7″	38′1″	37′6″	37′0″
75	41′8″	41′1″	40′7″	40′0″	39′5″	38′10″	38′4″
80	43′1″	42′6″	41′11″	41′4″	40′9″	40′2″	39′7″
85	44′6″	43′10″	43′3″	42′7″	42′0″	41′4″	40′9″
90	46′0″	45′4″	44′8″	44′0″	43′4″	42′8″	42′0″

*Minimum Stall Width
Note: S.S. means single striped stalls;
D.S. means double striped stalls

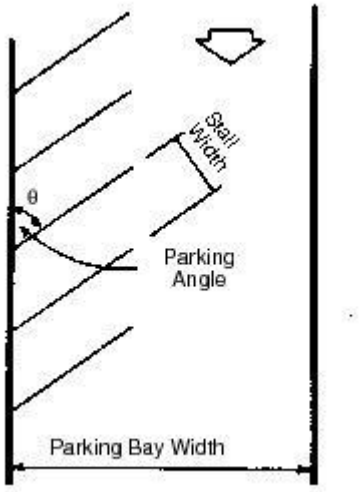

Table 3
Two-Way Traffic and Double Loaded Aisles
Parking Bay Width

Parking Angle	8′-4″ S.S. Stalls*	8′-6″ S.S. Stalls	8′-8″ S.S. or 8′-4″ D.S. Stalls	8′-10″ S.S. or 8′-6″ D.S. Stalls	9′-0″ S.S. or 8′-8″ D.S. Stalls	9′-2″ S.S. or 8′-10″ D.S. Stalls	9′-4″ S.S. or 9′ D.S. Stalls
30	51′2″	51′2″	51′2″	51′2″	51′2″	51′2″	51′2″
35	53′3″	53′3″	53′3″	53′3″	53′3″	53′3″	53′3″
40	54′10″	54′10″	54′10″	54′10″	54′10″	54′10″	54′10″
45	56′4″	56′4″	56′4″	56′4″	56′4″	56′4″	56′4″
50	57′8″	57′8″	57′7″	57′7″	57′7″	57′6″	57′6″

55	58′11″	58′9″	58′8″	58′7″	58′6″	58′5″	58′4″
60	59′11″	59′9″	59′7″	59′5″	59′3″	59′1″	58′11″
65	60′11″	60′8″	60′5″	60′2″	59′11″	59′8″	59′5″
70	61′10″	61′5″	61′1″	60′9″	60′5″	60′1″	59′9″
75	62′7″	62′1″	61′8″	61′3″	60′9″	60′4″	59′11″
80	63′3″	62′8″	62′2″	61′7″	61′1″	60′6″	60′0″
85	63′9″	63′1″	62′6″	61′10″	61′3″	60′7″	60′0″
90	64′0″	63′4″	62′8″	62′0″	61′4″	60′8″	60′0″

*Minimum Stall Width
Note: S.S. means single striped stalls;
D.S. means double striped stalls

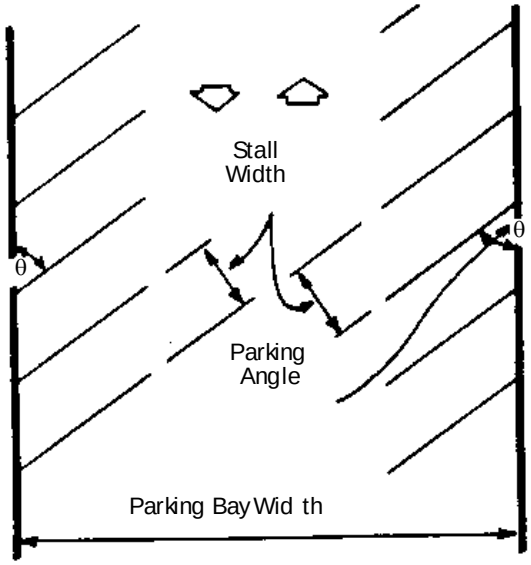

Table 4
Two-Way Traffic and Single Loaded Aisles
Parking Bay Width

Parking Angle	8′-4″ S.S. Stalls*	8′-6″ S.S. Stalls	8′-8″ S.S. or 8′-4″ D.S. Stalls	8′-10″ S.S. or 8′-6″ D.S. Stalls	9′-0″ S.S. or 8′-8″ D.S. Stalls	9′-2″ S.S. or 8′-10″ D.S. Stalls	9′-4″ S.S. or 9′ D.S. Stalls
30	35′6″	35′6″	35′6″	35′6″	35′6″	35′6″	35′6″
35	36′6″	36′6″	36′6″	36′6″	36′6″	36′6″	36′6″
40	37′6″	37′6″	37′6″	37′5″	37′5″	37′5″	37′5″

45	38′6″	38′6″	38′5″	38′5″	38′4″	38′4″	38′3″
50	39′5″	39′4″	39′3″	39′3″	39′2″	39′1″	39′0″
55	40′3″	40′1″	40′0″	39′11″	39′10″	39′9″	39′8″
60	41′1″	40′11″	40′10″	40′8″	40′7″	40′5″	40′4″
65	41′11″	41′8″	41′6″	41′4″	41′2″	41′0″	40′10″
70	42′9″	42′6″	42′3″	42′0″	41′9″	41′6″	41′4″
75	43′7″	43′3″	42′11″	42′7″	42′3″	41′11″	41′8″
80	44′5″	44′0″	43′7″	43′2″	42′9″	42′4″	41′11″
85	45′3″	44′8″	44′2″	43′7″	43′1″	42′6″	42′0″
90	46′0″	45′4″	44′8″	44′0″	43′4″	42′8″	42′0″

*Minimum Stall Width

Note: S.S. means single striped stalls;
D.S. means double striped stalls

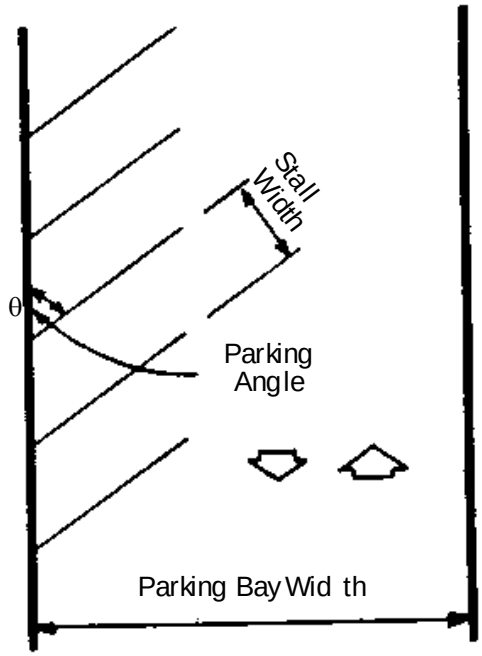

Table 5
Parking Design Standards for Compact Cars
Parking Bay Width

Parking Angle	One-Way (1) Double-Loaded Aisles, 7′-6″ Stalls	One-Way (2) Single-Loaded Aisles, 7′-6″ Stalls	Two-Way (3) Double-Loaded Aisles, 7′-6″ Stalls	Two-Way (4) Single-Loaded Aisles, 7′-6″ Stalls
30	38′4″	25′2″	46′6″	33′2″
35	40′0″	26′0″	48′0″	34′0″
40	41′4″	26′8″	49′6″	34′8″
45	41′6″	27′3″	50′6″	35′3″
50	43′6″	27′10″	51′3″	35′10″
55	44′2″	28′1″	51′6″	36′2″
60	45′1″	29′0″	51′6″	36′6″
65	47′0″	30′5″	51′6″	36′8″
70	48′4″	32′0″	51′6″	36′9″
75	49′6″	33′6″	51′6″	36′9″
80	50′5″	34′9″	51′6″	36′9″
85	51′0″	35′11″	51′6″	36′9″
90	51′6″	36′9″	51′6″	36′9″

(1) See Table 1 for an illustration of One-Way Double-Loaded Aisles.
(2) See Table 2 for an illustration of One-Way Single-Loaded Aisles.
(3) See Table 3 for an illustration of Two-Way Double-Loaded Aisles.
(4) See Table 4 for an illustration of Two-Way Single-Loaded Aisles.